THE IRON HORSE'S PEDIGREE,

As Read From the Full and Interesting Records of the Patent Office.

The Quaint and Clumsy Concerns Produced by the First Inventors.

The Numberless Improvements Which Make Up the Grand Whole of a Perfect Locomotive.

A Study of the Many Models and Their Specifications.

The development of the locomotive steam engine, from the rude and clumsy contrivance of Richard Trevethick to the magnificent passenger engines of to-day occupies a distance in idea that eighty years seem utterly unable to pass. And yet Trevethick's locomotive, the first one ever built, and eminently successful, was really not the locomotive of today. That began with the corrected copy of
Stephenson's Blucher, in 1814, and reissued,
perfected, as far as the times went, as the
Rocket in 1825. The difference between the
Rocket and the Trevethick represented the
progress of mechanical invention in twentyfive years—at the beginning of this century
of invention. It is really the fifty years of
Europe equal to a cycle of Cathay. But the
difference between the Rocket of 1825 and the
great passenger locomotives of the great railways of the present day represents an advancement which the previous twenty-five years
gave not even the hint of.

A description of the Trevethick and of the
Rocket will best show the difference. The idea
that at that date, 1804, hampered locomotive the first one ever built, and eminently suc

Rocket will best show the difference. The idea that at that date, 1804, hampered locomotive invention was that the smooth surface of the driving wheel could not have adhesive power enough to cause the engine to move forward over the smooth surface of the rail. Hence the great Cornish miner had to construct his locomotive with reference to this idea. The machine resembles a stage coach. It had four wheels. It had one horizontal cylinder, which, with bosler and furnace box.was placed on the rear of the hind axie. The motion of the piston was communicated to a separate crank piston was communicated to a separate crank axle, from which, through the medium of spur gear, the axle of the driving wheel derived the motion. The steam racks and force pump and the bellows, generating combustion, were worked off the same crank axle. This was the first high-pressure engine constructed on the principle of moving a piston by the elasticity of the steam against the pressure of the atmosphere. Cugrot's locometive, invented 1789, was a high pressure engine, acting by the impulsion of two single acting cylinders, the pistons of which acted alternately on the single front wheels, but it was not suc-

on the single front whoels, but it was not suc-cessful—had inhererent defects, and hence was never practically applied.

In 1813 Blankett, by experimenting and finding that a smooth wheel had traction power on smooth rails, opened the way for Ste-phenson, who' in 1814, built the Blucher. He improved this by discovering the steam blast, discharging the surplus steam into the smokedischarging the surplus steam into the smoke-stack. He next invented the ball-and-socket joint in his connecting rods where they were attached to the pistons and crank pins upon the crank axles, which rectified the rigidity the crank axies, which rectified the rigidity of the machinery. Another improvement was by continuing motion by the spur wheel system and supplying its place by inserting into the axie two cranks at right angles to each other. Finally he connected the front and hind wheels by rods outside of the wheels instead of rods and cranks inside, as had been his first idea. With these and other minor increase and its content of the content of the cranks and its content of the content of the content of the cranks and the content of the cranks are the content of the cranks are the cranks. improvements he constantly worked on till 1825, when all his devices culminated in the

Rocket.

This famous engine may truthfully be said to be the first of its kind—the parent of the locomotive. Its boiler was cylindrical in shape, with flat ends. It was six feet in length and three feet in diameter, the upper half of the boiler being used as a reservoir for steam and the lower half being filled with water. Through the lower part twenty-five copper tubes. half being filled with water. Through the lower part twenty-five copper tubes, three inches in diameter, extended, with both ends open, one presented to the furnace or firebox and the other end opening to the chimney. The firebox, two feet wide and three feet high, attached imme-diately behind the boiler was also surrounded with water. The cylinders, two in number, were placed on each side of the boiler in an oblique position, the one end being nearly oblique position, the one end being nearly even with the top of the boiler and the other end pointing toward the center of the fore-most driving pair of wheels, with which the connection was made from the piston rod by a pin to the outside of the wheel. Its weight was about four tons. The difference between the Trevethick and the Rocket is thus seen to be so great as to almost bring them out of

the same class.
With the Rocket substantially as With the Rocket substantially as a model, there sprang up two great types of the locomotive, the American and the European, or, it might properly be said, the English. The first successful American-built engine, although very small, had the same general principles, and was, indeed, only a smaller and simpler type of the famous Arabiau, No. 1, of the Baltimore and Ohio railway. Since that day there has been a constant

progress toward improvement and perfection of the locomotive, until to-day it is confessed by almost everybody that there is very little

room for improvement.

The three essential parts of a locomotive are the boiler the engine and the running are the boiler, the engine, and the running gear. The improvement in these three parts may be traced from 1837 to 1880 by an exam-ination of the models in the patent office, or, better still, by examination of the drawings and specifications. The principal improved devices have been, as concerns the boiler, to increase its steaming conscient to received. increase its steaming capacity, to provide better smoke stacks, saicty valves, steam whistles, to allow of passing steam from the boiler to heat water, when the throttle is shu; throttle valves, exhiust nozzles, and exhaust regulators. In the engine the progress of invention has been to increase the speed and tractive power, in the better position of the cylinders, in valves preventing the wire drawing of the steam, in the lubrication of the valve seat and cylinders in the the wire drawing of the steam, in the lubrication of the valve seat and cylinders, in the improvement of the link motion and valve motion. The running gear or wagon has been advanced by inventions in trucks, pilots, and boxes, cabs, tenders, and increase of wheels. One driving axle has been replaced by two and the driving wheels from four to eight and ten.

placed by two and the driving wheels from four to eight and ten.

The most important of the improvements to the locomotive, each of which effected a revolution in the motive problem, were, after Stepleuson's two cylinders, that of Gilling-ham and Wimans, of Baltimore, who effected a variable expansion by using separate ec-centries for each point of cut-off. In 1827 Marc Seguin, a French engineer, caused loco-motive bollers to expenses atom in sufficient motive boilers to generate steam in sufficient quantities to meet the requirements of high-pressure engines by devising fire tube beilers, and thus increasing the heating surface neces-

on the scene with a locomotive where the motion is carried direct to the driving wheels by the connecting rods. The cogs and spurs and grasshopper legs are all absent and the machine appears greatly simplified. There is something wanting, however, in the general appearance, a lack of some appurtenance which gives the thing a foreign guise.

In 1848 the modern locomotive makes its appearance among the models that fill the case. It is still rather in the "cub" stage, but the mother bear of mechanical taste has found out the art of licking it into shape. The cab is introduced. You are now on familiar ground. And the upward progress hence is eas- and marvelously rapid untillyou have before you the perfect locomotive of today, confessedly unimprovable except in the minor points of embellishment.

There is, however one defect about all these locomotives, a minor one, it is true, but which sometimes gave a great deal of annoy-

which sometimes gave a great deal of annoy-ance. It is perhaps the germ which, in the full flower of the idea, delayed for many years the completion of the engine, the thought that the smooth surface of the driving wheel that the smooth surface of the driving wheel had no tractive power over the smooth surface of the rail. Frequently in starting the drivers will not "catch" to the rail, but turn round and round without forward motion.

To obviate this, in 1880, William F. Hensy patented a device, consisting in the combination of a pair of driving wheels with a pair of trailing wheels located back of the drivers, whereby the whole weight of the content was the transferred from one to of the drivers, whereby the whole weight of the engine may be transferred from one to the other. This is effected by means of a lever, to be worked by the engineer, con-nected with a spring and beam. A forward motion of the lever throws the weight on the drivers, a backward pull transforms it to the trailers. While this device has not yet made its may to all engineer it is in use on a good its way to all engines, it is in use on a good many roads, and is highly spoken of by rail-

way men.

The great locomotive of to-day, therefore, has The great locomotive of to-day, therefore, has a horizontal boiler, a bell-mouthed or slender cylindrical smoke stack, a spark-catcher in the shape of a wire netting over the smoke stack, a sandbox, horizontal cylinders, connecting rods outside of the wheels, eight or ten wheels, two driving axles, an improved asfety valve, binary in character, greater power through fire tubes of steaming capacity of boiler, a cab, truck, pilot, separate eccentries for each point of cut-off, and connecting rods, carrying motion directly: all points of different control of the control of the control of the carrying motion directly: all points of different carrying motion directly: all carrying carrying motion directly: carrying motion directly; all points of difference between it and its rude parent, the Rocket. A hundred other minor differences are also to be traced between the locomotive of 1825 and that of 1883.

PREHISTORIC REMAINS FOUND. Indian Mounds Giving Up One Hundred and Fifty Skeletons.

Reseint Disputch. LENGIR, N. C., May 4.-The surveys and rcheelogical investigations being made in this state under the national bureau of ethnology are proving more and more valuable On the 24th of last month they discovered two On the 24th of last month they discovered two prehistoric aboriginal mounds near Mount Pisgah, in Alexander county. An unusually rich and interesting collection of polished stone axes, celts, and other Indian implements were found in them. The mounds had evidently served as burial places, as they contained the remains of human bodies. The collection of implements found—which constitute one of the richest and most valuable, "finds," recently made—were sent waluable "fluds" recently made—were sent to Washington to be added to the collections in the national museum. Since then the investigations of the party have gone on steadily, and their labors were rewarded yessteadily, and their labors were rewarded yes-terday by the discovery of an immense mound near this place, which is located in Caldwell county. Fifty-six complete skeletons were found in the mound, and a vast quantity of pottery. This "find" of pottery is declared to be the finest in variety and quantity ever made. Many of the skeletons found in the mound have very large and peculiarly shaped heads. The discovers are overwhelmed with

served for scientific examination. The excavations in the newly discovered mound are still in progress. Killed Two Women and a Man. DETROIT, MICH., May 4.—Yesterday a train on the Detroit and Lansing road, near Howard City, struck a wagon on a crossing, killing two women and a man named Johnson. The team was running away, and the engineer, on account of a deep cut, could not see them.

ARMY AND NAVY NEWS. The United States steamer Powhatan left Key West yesterday morning for Carthagena. The United States steamer Wachusett

sailed April 17 from Honolulu for the Samoan The general courts martial appointed to meet at David's islan New York harb

Columbus, O., and Jefferson Barracks, Mo., have been dissolved. Com. Stephen B. Luce, commanding the

training squadron, has arrived here from Newport, R. I., and yesterday morning had an interview with Secretary Chandler. During the temporary absence, on the fourth and fifth instant, of the paymaster general, Maj. Asa B. Carey, paymaster, will take charge of the office of the paymaster

Col. Albert P. Morrow, aid-de-camp to the general of the army, licutenant colonel 6th cavaly, has been relieved as aid-de-camp, to take effect June 1, 1883, and will then proceed to join his regiment, now in active service in

The following medical officers have been relieved from duty in the department of the Missouri and ordered to report for assignment to duty, as follows: Maj. Henry R. Tilton, surgeon, to the department of the east; First Lieut, Victor Biart, assistant surgeon, to the department of Dakota.

The United States frigate Constitution, reout into commission here within two weeks on the commission nere within two weeks.
Comdr. Higginson, commanding. She will
have a small complement of line officers and
a small crew. It is expected that the work of
refitting the United States steamer Marion
will soon be commenced.

Maj. Joseph C. Bailey, surgeon, has been ordered from the department of California to the department of Texas; Capt. Charles B. Byrne, assistant surgeon, from the department of the south to the department of Missouri; Capt. Wm. G. Spencer, assistant surgeon, was the control of the south to the department of Missouri; Capt. Wm. G. Spencer, assistant surgeon, now waiting or-ders, to the department of the east, and: First Lient. Carter N. B. Macatilay, assistant sur-geon, from the department of the east to the department of Dakota.

A general court martial has been called to A general court martial has been called to meet at David Island May 10. A similar court, composed of Liout.Col. Edwin F. Town-send, 11th infantry; Capt. William G. Wedemeyer, 16th infantry; Capt. Charles L. Heizmanu, assistant surgeon, U. S. A.; Capt. Charles L. Davis, 10th infantry; Capt. Charles A. Booth, assistant quartermaster, U. S. A.; First Lieut. John Murphy, 14th infantry; Second Lieut. John S. Mason, ir, 1st infantry; quantities to meet the requirements of highpressure engines by devising fire tube beliers,
and thus increasing the heating surface necessary for rapid evaporation.

The models of locomotives in the patent
effice do not go back further than 1837, models received previous to that time having been
destroyed. The oldest there now is one
patented by Ross Winans, July 20, 1837. This
represents a broad, flat table, out of which
rises a heavy, massive, vertical boiler. It has
two cylinders, four driving whoels, and no
truck. The heavy, cumbersome springs of
the Arabian appear in this locomotive in
the same position, above the wheels. The
improvement patented was a modification of
availary, judge advocate, will convene at
Jefferson barracks on the same date.

Comdr. N. H. Farquhar, detached from the
inval academy, fourteenth instant, and or-

the Arabian appear in this locomotive in the same position, above the wheels. The improvement patented was a modification of the one previously obtained by Gillingham and Winans. The whole affair, Judging from the model, must have been far clumaier and uglier than the Arabian, Davis's patent, which still is an effective locomotive.

In 1840, June 27, Asa Whitney patented a device, and the model represents a machine which begins to look like the locomotive of to-day. There is a familiar guise about it that becomes interesting after one has waded through seas of the old-fashioned kind. The boiler here is horizontal, and the motion is communicated to the drivers (eight in number) through the medium of a cog. That particular device which gave this engine the peculiar and appropriate name of the grasshopper plocomotives continued in operation for a long period. They still did not present the new and graceful appearance of the latest improvement,

In 1842 Baldwin, of Philadelphia, appears

TEWKSBURY ACCOUNTS.

Question as to Their Correctness-Sending Away Paupers-Other Facts.

Bosron, May 4 .- At the Tewksbury hear ing to-day Lorenzo Fairbanks resumed his testimony upon the subject of the alterations and erasures in the cash book of the inmates A large number of instances were developed

of figures relating to money belonging to inmates.

Mr. Brown objected to some of the testimony, claiming that the witness took pains
not to explain the real nature of some of the
erasures, but witness replied that his testimony was made in accordance with facts and
not with regard to its bearing upon anybody.
S. C. Wrightington, agent of the state
board, testified that he had never received
any watches from Tewksbury belonging to
inmates, and when inmates had applied to
him for their money he had sent for it and
always got it. He did not know whether the
accounts were correct or not, but presumed
if inmates' money and effects were taken
from them he would hear of it through their
complaints, but he did not recall any such om them he would hear of it through the such applaints, but he did not recall any such amplaint. Witness said it was not his business to know about the transfer of paupers of the memorandum of their effects. Witness and the memorandum of their effects. and the aremorandum of their effects. Wit-ness was further questioned as to the manner of sending away poupers and others and the documents required for usking up records. He said several hundred had occur sent to Ireland, a very much less number to Fagland, very few to Germany, and none to Russia. What had been done in these cases had been done, in his judgment, for their benefit and the benefit of the commonwealth. Adjourned.

A Question of Jurisdiction. PHILADELPHIA, May 4.—Henry Farrington, of Boston, a seaman of the ship Adam M. Simpson, charged with the murder of Thomas Foster, second mate of that vessel, by knockroster, second mate of that vessel, by knocking him overboard yesterday afternoon while the vessel was proceeding down the Delaware river, was brought to this city this afternoon by Deputy United States Marshal Gregory, and arraigned before United States Commissioner Edmunds. After hearing the testimony of John Wilson and another seaman mony of John Wilson and another seaman and Capt. May, who accompanied the marshal, the prisoner was committed for a further hearing on Mouday. The two seamen were held as witnesses. A dispatch from Wilmington, Del., says Marshal McMullen claims that the arrest of Farrington by Deputy Marshal Gregory, of Philadelphia, this afternoon was unwarranted and illegal, as the crime was committed in Delaware waters. He has made a formal protest in writing to Attorney General Gray calling his attention to the matter.

A Ready Reference for Ben Butler. Boston, May 4.—The governor's letter to the state board of health, denying that the board had, as it is asserted by its secretary an opinion from the attorney general attracts much attention. Mr. Sanborn, the attracts much attention. Mr. Sanbora, the secretary, in reply, sent the following to-day: "Understanding that your excellency has been unable to find any opinion of the attorney general or his assistant on the questions of law relating to the duties of the board, you will permit me to remind your excellency that you transmitted to the present legislature early in the session the fourth annual report of this board, containing the opinions of two successive attorneys general relating to the board's duties. Lost you may not have the volumes at hand, I send them herewith, the page in question being marked for ready reference."

Without His Brother's Knowledge. NEW YORK, May 4.—In the suit of the Pacific National bank, of Boston, against John Steward, Jackson Steward, and George E. Steward, Jackson Steward, and George E. Horne, for \$92,000 advanced on promissory notes made by Horne and indorsed with the signatures J. Steward and J. & D. J. Steward, it was claimed on the part of D. J. Steward that he was a member of such a firm; that the notes were indorsed by him or with his knowledge, or that he had received the proceeds. The examination of John Steward disclosed that they were all indorsed by him without the knowledge or consent of his brother, D. J. Steward. heads. The discoverers are overwhelmed with delight at their good fortune. Within the past two weeks they have discovered 150 skeletons, all of which will be carefully pre-

A Willful Murder. EAGLE ROCK, IDAHO, May 4 .-- Whitley, a discharged employe of the Utah Northern railway, entered the station here yesterday, called the station agent, W. B. Green, to the called the station agent, W. B. Green, to the counter, and after exchanging a few words with him drew a revolver and fired three shots at him, inflicting fatal injuries. Whitley has been arrested, and it is thought that he will be lynched. The shooting grew out of a complaint made by Green, upon which Whitley was discharged.

Public Bequests. PROVIDENCE, R. I., May, 4.—Chaco Lewis, the venerable citizen of Providence, who died yesterday, left the following public bequests: To Bates college, Lewiston, Me., \$4,000; Roger Williams Free Baptist church, Providence, \$5,000; Home for Aged Men, Providence, \$5,000; Home for Aged Men, Providence, \$1,000; Women's Christian association, \$500; Home for Aged Women, \$500; Hillsdale col-lege, Hillsdale, Mich., \$1,000; Storer college, Harper's Ferry, W. Va., \$2,000; and Rhode Island hospital, \$1,000.

Ex-Treasurer Polk's Case. NASHVILLE, TENN., May 4.-Counsel for ex-Treasurer Polk, who was rearrested last evening, appeared before Judge Allen this norning to ascertain the status of their client. Judge Allen stated that he had information, which he deemed sufficient to justify the ar-rest, to the effect that Polk contemplated flight. He, therefore, increased the bond from \$20,000 to \$35,000. Polk has not yet given the bond, and is still in charge of a

The Two Armies to Consolidate. New York, May 4.—By a resolution of the society of the Army of the James, in response to the invitation of the Army of the Potomac, the two armies will consolidate at Washington at the reunion on May 15. All the leading railways in the New England, middle, and western states will sell round trip tickets at reduced rates. The indications point to an immense influx of visitors to Washington on

The Dukes Jurors. PITTSBURG, PA., May 4 .-- A special dispatch to the Chronicle from Uniontown, Pa., says that threatening letters continue to be says that threatening letters continue to be sent to the Dukes jurors signed by vigilance committees, Mollie Maguires, &c., but no vio-lence has yet been offered. If any vigilance committees exist they are of the most guarded and secret kind, and will do their work in such a way as to render detection very diffi-cult.

The Philadelphia Recordership. PHILADELPHIA, May 4.—The supreme court to-day heard argument upon the appeal of David H. Lane from the decision of the court of common pleas, which sustained the right of the governor to remove Mr. Laue from the office of recorder of Philadolphia and appoint his successor. Upon conclusion of the argu-ment the court reserved its decision.

Struck a Delivery Wagon. SYRACUSE, N. Y., May 4.—The morning express train on the Syracuse and Binghamton railway struck a delivery wagon of Ackerman & Sons., three miles south of this city, instantly killing Thomas B. Griffin and dangerously injuring John C. Cooney, both young nen. Cooney's ribs are broken and his spine The Free Thinkers.

ROCHESTER, May 4.—The executive com

mittee of the New York State Free Thinkers

association has invited the free thinkers of

the United States and Cauada to meet in gen-eral convention in Corinthian hall, Rochester, N. Y., for the five days, commencing Aug. 29. A Fight With Horse Thieves. Sr. Louis, Mo., May 4.-There was a desperate fight between a posse of Texas Plumber, Gas and Steam Fitter, farmers and three borse theives in the lower part of Indian territory, near Darlington, en Wednesday last. It resulted in the killing of one of the theires named Fleming, the mortal wounding of another, and the capture

of the third. The dead desperade was left on the prairie. The other two were taken back to Texas where the capture d horses had been

Crushed to Death. NEW YORK, May 4 .- Gustave Shiff, an importer of French window glass, about 53 years old, was in an elevator at a building, corner of Nassau and Liberty streets to-day, when and explained by witness, showing crasures of figures relating to money belonging to inmates.

Mr. Brown objected to some of the testimony, claiming that the witness took pains to descend at a rapid rate. Becoming frightened, Mr. Shiff sprang out as it was mony, claiming that the witness took pains

> GETTING READY AT CAPE MAY. The New Columbia Addition Improv ment.

Special Correspondence of the Press. CAPE MAY, April 7 .- Probably the most important improvement on the island this season will be the addition to the new Columbis, which is now well under way. Last year Mr. Mooney bought the adjoining lot extending back to Perry street, and this year he is putting up an addition which will enlarge its capacity to fully 500 guests. The new part will have seventy-eight sleeping rooms, and other improvements will be added to meet the wants of the necessarily increased accommodations. A new passenger and baggage elevator will do away with the tramping of the potters up and down starts, and electric bells in each room will furnish the means of prompt communication with the office. As the house will probably be one of the first to open, and the last to close, a thorough steam-heating apparatus is to be introduced, so that in cold and rainy dars the halls, and entries can be comfortably warned. A suite of hot and cold salt-water baths is also to be put in, and a ladies' writing-room a-dod. The new house will have 540 feet of piazza, tventy-five feet wide, and will be under the management of Col. Charles Duffy, who has taken the lease. It will rank with the best houses on the coast. Col. Duffy has been so long and favorably known-from his connection with the Continental and as manager of the Stockton that bia, which is now well under way. Last year known-from his connection with the Conti neutal and as manager of the Stockton that he will start with a large clientelle of patrons. The house will probably open about the first

BASE RALL, National vs. Defiance to-day at 4:30.

Gentlemen's Goods. Spring Goods for Gentle-

men's Wear. DEVLIN & CO.,

OF NEW YORK, Exhibit this spring the largest STOCK of PIECE GOODS in the city, and this season make a SPECIALTY of BUSI-NESS and TRAVELING SUITS at \$20. \$23, \$25, \$27, \$30, and upward. All garments cut and made at the store in New York in the latest and most fashionable

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Washington Gas-Light Co., Tenth Street, between B and E.

COKE! COKE! CHUSHED AND ORDINARY. PRICE OF GAS,

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AND SUMMER - GOODS, COMPRISING

SUITINGS, TROWSERINGS, & VESTINGS They are of my own importation, and include all if the latest and most approved styles.

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JUST OPENED, COMPLETE STOCK, MADE EXPRESSLY FOR

Prices, 58 cents, 75 cents, \$1, and \$1.55. B. H. STINEMETZ & SON, 1337 Penns. Avenue. Next to corner 13th stre

Likes, Berwanger & Co., ONE-PRICE CLOTHIERS. 310 Seventh Street.

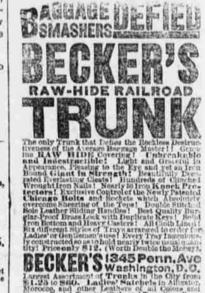
S. KATZENSTEIN, - Manager. Botels, de.

THEST MARC. EUROPEAN PLAN.
THEL and Penn. ave., Washington, D. C.,
Late of the Arlington and Fort Wm. Henry Hotels.

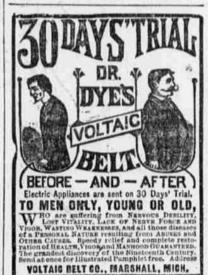
THE EBBITT: WASHINGTON D. A. Army and Navy Headquarters.

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PAPER

E. MORRISON'S. 805 AND 807 D STREET.

THIRTY-EIGHTIH ANNUAL REPORT

YORK LIEJE INSURANCE

OFFICE, NOS. 346 and 348 BROADWAY.

JANUA RY 1, 1880. Amount of Net Cash Assets, Jan 1, 1882, - - - \$45,130,006 86 REVENU

E ACCOUNT. 10.01.718 25 682.161 00-80.162.077 28 - 2,708,618 41 - \$11,606,643 75 ENT ACCOUNT. ary additions to same. \$6,010,000,71

\$48,918,515 11 Stocks (market value, \$19,000 87 ash in bank, on hand, and in transit (since reconvested to United States, New York City and

Security)
Temporary loans (secured by stocks, market we *Loans on existing policies (the reserve held to amounts to \$2,000,001)
*Quarterly and sent-annual premiums on existing and sent-annual premiums on existing *Premiums on existing policies in course of transports balances. 494,002 23 Accrued interests on investments January 1, is Excess of market value of securities over cost New York,

*A detailed schedule of these items will secom with the Insurance Department of the State CASH ASSETS, JANUARY 1, 1883 \$50,800,396 82 sted lesses, due subsequent to January 1, 18s et al lesses, awaiting proof, der rect endowneurs, due and unpaid, chains a lites, due and unpaid (mealled for re-insurance on existing policies; the Carlies est pre-mining non-participating).

cept. Carlisie uct premium, continued in the continued for continued in the case of the continued in the case of the continued in the case of the case

\$45,851,555 03 DIVISIBLE SURPLUS AT 4 PER CENT at 41-2 per cent., estimated at \$10,000,000.

Surplus by the New York State Standar rom the unclivided surplus of \$4,545,541, the capating posicies in proportion to their cont have been issued, insuring \$41,325,520. During the year 12,178 policie Jan. 1, 1870, \$120,222,144 Jan. 1, 1880, 127,417,765 Jan. 1, 1881, 130,728,916 Jan. 1, 1882, 181,700,824 Jan. 1, 1883, 171,418,097 NUMBER OF AMOUNT POLICIES IN FORCE, DIVISIBLE INCOME FROM SURPLUS AT

DEATH 1874, \$1,687,676, 1879, 1,360, 834, 1890, 1,741,732, 1881, 2,013,200, 1882, 1,035,202, 4 PERCENT. INTEREST. TRI EDWARD MARTIN, JOHN MAIRS HENRY TUCK, M. D., ALEX, STUDWELL, R. SUYDAM GRANT, ARCHIBALD H. WELCH, AM H. BEERS FRANKLIN, President.

MORRIS WILLIAM H. BEERS, Vice-President and Actuary. CHARLES WRIGHT, M. D., Medical Examinency Tuck, M. D.,

the NEW YORK LIFE, first issued, matured during 1882, to those interested, as shown by repeated acknowledg-Pull information thereon, with explanation mished on calling on or a biressing through the of superior advantages of longer term Toutines, will be

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50 p. m., daily, except Sunday, 441 p. m. daily: station, 80a m. daily; except Sunday; 54 p. m. daily: station, 80a m. daily; except Sunday; 54 p. m., daily: authon, 80a m. daily; except Sunday; 54 p. m., daily: authon, 80a m. daily; except Sunday; 54 p. m., daily: authon, 80a m. daily; except Sunday; 54 p. m., daily: authon, 80a m. daily; except Sunday; 55 p. daily except games 6.00 p. daily: 40a m., daily: s arrive from the West dally, 8:30, 7:35 :

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THE GREAT

TO THE NORTH, WEST, AND SOUTHWEST
BOURLE THACK, SPLEXIDD SOUNERY,
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TRAINAN REFERENT FIRMUARY 28, 1888.

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FOR PRISADITY and though a services collected press of Palaco Selecting Care, at Selecting Care in the property of the selecting of the selecting for the selecting care in the sel

I, R. WOOD, General Passenger Age CHARLES E. PUUH, General Manager.

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gchedule in effect December 3. 1882.

5.10 & n. New Orleans Mail, daily, maging close and some of the second mail and Southwest, with Enliman spirits cout and Southwest, with Enliman spirits cout and Southwest, with Enliman spirits cars from Washington Orleans via Danville to Adalbution in Mail Mail of the Southwest and Southwest and Southwest and English to New Orleans via Lynchhurg and Bristol.

4.20 p. m. -Louisville Fast Line, daily, via Chardensul, Louisville, and all Western points, making direct connections, and with solid train and Fullman Sleeping Cars. Washington to 10.25 p. m. -Southern Mail and Express, daily, to all points south and Southwest, via Danville and Charlotte, with Fullman Steeping Cars, Wash Ington to acguit. G. 1.

For all points on Mainesas Division take 7:10 a. m. train, daily. except Sanday. For Warrenton Ington 10 and 130 cm, trains, daily. Company to the Southwest of the Southwest Carlotte Southwest

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